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WARC FOR MOBILE SERVICES

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PRIMARY VERSION

Annex

PROPOSALS FOR THE WORK OF THE CONFERENCE

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Summary of Proposals

The agenda for WARC-83 is used below as the framework for presenting a summary of the proposals by Canada in response to each item.

Agenda 1. To review, and revise as necessary, the provisions of the Radio Regulations for the mobile and mobile-satellite services within the limits specified in the items below:

Agenda 1.1. adding to Article 1 only new definitions relating to these services which are not already provided for and without in any way altering the existing definitions;

The only inadequacy in Article 1 that has been identified is with regard to Emergency Position-Indicating Radiobeacon Stations (EPIRBs) when their operation involves space systems. As a result of the limitation of the agenda regarding existing definitions, consideration has been given to creating a new term and definition to satisfy the requirement. Any term devised to date is either cumbersome or misleading. This probably results from efforts to stay within the bounds of the agenda item. It does not, however, respond to the perceived operational/regulatory requirement.

Canada has no proposal to put forward under agenda 1.1, but a recommendation, No. 3, to the next appropriate Conference could dispose of this matter in a proper manner.

Agenda 1.2. adding to Article 8 only new footnotes or to revise existing footnotes relating to these services and which are consequential to decisions taken by this Conference in pursuance of the decisions reflected in the pertinent Resolutions or Recommendations of the World Administrative Radio Conference, 1979, provided they do not change any existing provision in such a way to affect adversely the provisions relating to any other non-mobile service;

New and revised footnotes in Article 8 are proposed generally to correspond to proposals in other Articles, particularly those regarding the Future Global Maritime Distress and Safety System (FGMDSS). They seek to establish a number of HF channels for distress and safety and to set aside 518 kHz for navigational and meteorological warnings.

Regarding the use of the new shared band at 4 MHz, the proposed modification to footnote 517 seeks to provide for the use of that band by low-power coast stations in those areas of the world where such use will not impinge upon the use of it by the fixed service. While it is recognized that, for many administrations, the extension of the maritime mobile use of this band in their geographical regions beyond that prescribed by WARC-79 would be inimical to their operations, it is believed that the existing footnote places an unnecessary restriction on the maritime mobile use of the band in many other geographical regions where a more useful sharing can be permitted.

Agenda 1.3. the notification and registration procedures contained in sub-section IIB and IIC of Article 12;

No proposals are made by Canada.

Agenda 1.4. the parts of Appendix 16 related to the channelling of the existing maritime mobile radiotelephone service in the bands between 4 000 and 23 000 kHz and to add new channelling plans for the maritime mobile radiotelephone service in the new shared bands at 4 000-4 063 and 8 100-8 195 kHz;

Canada proposes that the maritime mobile radiotelephone service in the HF bands be re-channelled from 3.1 kHz to 3.0 kHz. In each band, one channel should be set aside for distress and safety and increased in bandwidth to also permit the use of digital selective calling and of narrow-band direct-printing for this purpose. The channelling in the new shared bands is extended downward from the band edge of the exclusive allocations, i.e. 4 063 and 8 195 kHz. At 4 MHz, therefore, all of the shared band is channelled while at 8 MHz the bottom 2 kHz (8 100-8 102 kHz) is not used in the channelling plan.

Agenda 1.5. Chapter IX, Distress and Safety Communications;

The first principle applied in making proposals to modify Chapter IX has been to treat the aeronautical mobile service and the maritime mobile service in an even-handed manner. There is no justification, in the view of Canada, for very detailed regulations for one service if reciprocal regulations are not so precise.

In the context of the ITU Convention and of the Radio Regulation, the terms "special arrangements" and "special agreements" can be applied only to arrangements or agreements between or among members of the ITU. The terms do not refer to any arrangement between governments in other international organizations such as ICAO. The wording proposed by Canada in MOD 2930, ADD 2990A and ADD 2990C takes account of this fact and seeks accurately to present the aeronautical mobile situation.

With regard to the FGMDSS, Canada has sought to support the decisions of the IMCO Sub-Committee on Radiocommunications (SCR) and, as a result, distress and safety (D&S) channels are proposed in each of the 4, 6, 8, 12 and 16 MHz bands. Each D&S channel is to be centred on an SSB channel and is to have space for a narrow-band direct-printing (NBDP) channel on one side and a digital selective calling (DSC) channel on the other. Such an arrangement, if it is placed symmetrically about the centre of the D&S channel, necessitates that the bandwidth of the channel be an odd-number of kilohertz, and the Proposals by Canada envisage 5 kHz of spectrum for this purpose.

Canada is also proposing, in accordance with the recommendation from IMCO, a VHF channel for ship-to-ship navigation safety communications

Agenda 1.6. Article 62, Selective Calling Procedure in the Maritime Mobile Service:

Canada's proposals under this item are limited to those for the modification or addition of frequencies to conform to proposals made under other items.

Agenda 2. To review and take appropriate action as necessary on the following Resolutions and Recommendations of the World Administrative Radio Conference, 1979, solely from the viewpoint of the mobile and mobile-satellite services involved without adverse impact on other radiocommunication services:

Recommendation 204 Relating to the Application of Chapters X, XI and XII of the Re-arranged Radio Regulations (insofar as it relates to safety and distress services)

Because of the limitation placed on this item, only limited proposals are made for change to Chapter X.

The proposals for Chapter XI are parallel to those made under other items and are either the result of re-channelling of the HF maritime mobile radiotelephony bands or of the provisions for the FGMDSS. Regarding the latter item, a number of modifications are proposed to regulations for the 4 and 6 MHz frequencies used as supplements to 2182 kHz for distress and safety purposes. In Canada's view, it is essential that distress alerting by radiotelephony be retained on these frequencies for use by ships and in areas which will not necessarily be covered for by the FGMDSS.

No proposals are made regarding Chapter XII.

Recommendation 202 Relating to the Improvement of Protection of Distress and Safety Frequencies, and those Related to Distress and Safety, against Harmful Interference

The only proposal aimed at improving the environment of a frequency used for distress and safety purposes is that for a frequency for ship-to-ship navigation safety communications.

Canada, in earlier work on proposals to WARC-83, had envisaged an arrangement in which the worldwide HF radiotelephony calling channels would not be combined with the proposed new D&S frequencies. While this would have improved the protection of the D&S frequencies, Canada has not made such a proposal to the WARC because of the possible impact on other maritime mobile uses of the spectrum and because of a perceived general desire by a number of other administrations to combine the calling and D&S functions.

Recommendation [illegible] relating to the Date of Entry into Force of the 10 kHz Guardband for the Frequency 500 kHz in the Mobile Service (Distress and Calling)

Canada proposes that the 10 kHz guardband for 500 kHz come into effect with the implementation of the FGMDSS, nominally 1 January 1990. No proposals are made regarding the future use of the bands 490-495 kHz and 505-510 kHz.

Recommendation 308 Relating to the Future Use of the Band 2170-2194 kHz

Recognizing the extensive problems associated with the current uses of this band, Canada makes no proposals to WARC-83 regarding the future use of it. It is believed that this subject could be dealt with more effectively by WARC-88.

Recommendation 309 Relating to the Designation of a Frequency in the Bands 435-495 or 505-526.5 kHz (525 kHz in Region 2) on a Worldwide Basis for the Transmission by Coast Stations of Navigational and Meteorological Warnings to Ships, using Narrow-Band, Direct-Printing Telegraphy

Noting that this function is included as part of IMCO's FGMDSS, and considering that a number of administrations have used 518 kHz on an experimental basis for this purpose, it is proposed that the frequency be implemented on a worldwide basis to broadcast warnings to ships using NBDP [illegible].

Recommendation 300 Relating to Planning the Use of Frequencies by the Maritime Mobile Service in the Band 435-526.5 kHz in Region 1

No proposals are submitted in response to this item.

Recommendation 301 Relating to Planning for the Use of Frequencies in the Bands between 1 606.5 and 3 400 kHz allocated to the Maritime Mobile Service in Region 1

No proposals are submitted in response to this item.

Recommendation 307 On the Choice of a Frequency in the Mobile Maritime Bands between 1605 and 3800 kHz to be Reserved for Safety Requirements

While it is considered that the most appropriate frequency for this purpose is 2182 kHz and that routine calling should eventually be transferred to another frequency in the vicinity of 2182 kHz, no proposals are submitted to WARC-83 on the matter. In Canada's view action on this topic should be deferred until WARC-88.

Recommendation 308 Relating to the Designation of Common Frequencies in the Medium Frequency Bands for Use by Coast Radiotelephone Stations for Communicating with Ships of other Nationalities

In the early stages of preparations for WARC-83, Canada prepared draft proposals for the designation of two frequencies in the 2 MHz band to be used for this purpose. It has become apparent, however, that the demand for MF frequencies for other maritime mobile purposes is so great that it would be extremely difficult for the WARC to agree upon any common frequencies - even on a regional basis. As a result, Canada submits no proposals under this agenda item.

Recommendation 313 Relating to Temporary Provisions Covering the Technical and Operational Aspects of the Maritime Mobile-Satellite Service

At this time, experience in the maritime mobile-satellite service does not yet appear to be far enough advanced to warrant the adoption of any further regulations. No proposals, therefore, are submitted by Canada.

Recommendation 201 Relating to Distress, Urgency and Safety Traffic

The proposals submitted under item 1.5 also provide, in part, a response to this item. No proposals are submitted which solely treat this Recommendation.

Recommendation 605 Relating to Technical Characteristics and Frequencies for Shipborne Transponders

Canada has no proposals to submit on this subject.

Recommendation 602 Relating to Maritime Radiobeacons

No proposals are submitted on this item. Action should be deferred until WARC-88. In the interim, appropriate organizations should clarify the operational requirements and seek international agreement of them.

Recommendation 604 Relating to the Future Use and Characteristics of Emergency Position-Indicating Radiobeacons

No proposals are submitted in response to this item.

Resolution 200 Relating to the Use of Class R3E and J3E Emissions for Distress and Safety Purposes on the Carrier Frequency 2 182 kHz

No proposals are submitted on this item

Resolution 305 Relating to the Use of Class R3E and J3E Emissions on the Carrier Frequencies 4 125 kHz and 6 215.5 kHz Used to Supplement the Carrier Frequency 2 182 kHz for Distress and Safety Purposes

No proposals are submitted in response to this item.

Resolution 38 Relating to the Reassignment of Frequencies of Stations in the Fixed and Mobile Services in the Bands Allocated to Radiolocation and Amateur Services in Region 1

No proposals are submitted in response to this item.

Resolution 310 Relating to Frequency Provisions for Development and Future Implementation of Ship Movement Telemetry, Telecommand and Data Exchange Systems

Canada recognizes the importance of these systems for the management of ship traffic and of port operations, and it is considered desirable that frequencies be designated on a worldwide basis for these functions. It has not been possible, however, to select frequencies which would be appropriate for these purposes, and, therefore, no proposals are submitted regarding this subject.

Resolution 11 Relating to the Use of Radiocommunications for Ensuring the Safety of Ships and Aircraft of States not Parties to an Armed Conflict

Based on the opinion that Resolution 11 is founded on a false premise, Canada proposes the suppression of the Resolution. There are a number of difficult problems raised by this Resolution that are not properly the concern of a WARC or of the ITU, and these matters should be dealt with in appropriate fora and resolved before they are further submitted for consideration in the ITU.

Resolution 313 Relating to the Introduction of a New System for Identifying Stations in the Maritime Mobile and Maritime Mobile-Satellite Services (Maritime Mobile Service Identities)

No proposals are submitted in response to this item.

Agenda 3. To make such minimum consequential changes to the associated Articles and Appendices related to the foregoing Resolutions and Recommendations;

Canada has no proposals to submit under this item.

EDITORIAL PRESENTATION

The proposals have been prepared in accordance with the "Guidelines for Presentation of Proposals for Amendments to the Radio Regulations" published in February 1981 by the General Secretariat of the ITU.

CHAPTER I

Terminology

ARTICLE 1

Terms and Definitions

Canada has no proposal to make to this conference affecting Article I, but attention is drawn to ADD Recommendation No. B

CHAPTER III

Frequencies

ARTICLE 8

Frequency Allocations

Section IV. Table of Frequency Allocations

MOD 471 The bands 490 - 495 kHz and 505 - 510 kHz shall be subject to provisions of No. 3018 until ~~the provisions of Recommendation 200 have been implemented~~ 1 January 1990.

Reason: In response to Recommendation 200, to take advantage of the technical advances associated with more stable equipment, and to make more efficient use of the radio frequency spectrum.

kHz

Region 1	Region 2	Region 3
505 - 526.5 MARITIME MOBILE 470 /AERONAUTICAL RADIONAVIGATION/ 473 465 475 476 471 474	505 - 510 MARITIME MOBILE 470 471 510 - 525 MOBILE AERONAUTICAL RADIONAVIGATION 474	505 - 526.5 MARITIME MOBILE 470 /AERONAUTICAL RADIONAVIGATION/ Aeronautical Mobile Land Mobile 471 474

MOD 474 ~~In the Federal Republic of Germany, Belgium, Spain, France, Iceland, Italy, Norway, the Netherlands, the United Kingdom, Sweden and Yugoslavia,~~ The use of the frequency 518 kHz by the maritime mobile service is ~~used on an experimental basis for~~ limited to the transmission by coast stations of meteorological and navigational warnings to ships, by means of narrow-band direct-printing telegraphy.

Reason: In response to Recommendation 309. The frequency 518 kHz is technically suitable for promulgating navigational and meteorological warnings to shipping using narrow-band direct-printing telegraphy.

kHz

Region 1	Region 2	Region 3
4 000 - 4 063	FIXED MARITIME MOBILE 517 516	

MOD 517 The use of the band 4 000 - 4 063 kHz by the maritime mobile service is limited to ship stations using radiotelephony (see No. ~~4373~~ 4374). However, administrations may designate frequencies for use by coast stations using radiotelephony with a peak envelope power not to exceed 1 kW on the condition that harmful interference is not caused to stations of the fixed service (see No. 4212B).

Reason: To provide better spectrum usage by the maritime mobile service and to permit the establishment of simplex channels. The correction to the reference is editorial.

kHz

Region 1	Region 2	Region 3
4 063 - 4 438	MARITIME MOBILE 520 518 519 519A	

ADD 519A The bands 4 123 - 4 128, 6 215 - 6 220, 8 255 - 8 260, 12 390 - 12 395 and 16 520 - 16 525 are designated for distress and safety. The conditions of use of these bands are prescribed in Article 38.

Reason: To provide a family of frequencies for distress and safety in the HF portion of the spectrum. This proposal is in support of IMCO Resolution A.283(VIII) regarding a Global Maritime Distress and Safety System.

MOD 520 For the use of the carrier frequency ~~4 125~~ 4 124 kHz ~~in the zone of Regions 1 and 2 south of latitude 15°N, including Mexico, and in the zone of Region 3 south of latitude 25°N,~~ see No. 2982.

Reason: Consequential to proposed rechannelling of the 4 MHz radiotelephony band and proposed MOD 2982.

kHz

Region 1	Region 2	Region 3
6 200 - 6 525	MARITIME MOBILE 523 522 519A	

MOD 523 For the use of the carrier frequency ~~6 215,5~~ 6 216 kHz ~~in the zone of Region 3 south of latitude 25° N,~~ see No. 2986.

Reason: Consequential to proposed rechannelling of the 6 MHz radiotelephony band and proposed MOD 2986.

kHz

Region 1	Region 2	Region 3
8 195 - 8 815	MARITIME MOBILE 501 519A	

kHz

Region 1	Region 2	Region 3
[illegible]	MARITIME MOBILE 519A [illegible]	

kHz

Region 1	Region 2	Region 3
16 360 - 17 410	MARITIME MOBILE 519A 532	

CHAPTER IX

MOD ~~Distress and~~ Safety Service Communications

Reason: To provide a title for this chapter which is adequately broad to encompass the material contained. The term "Safety Service", defined in No. 56, is appropriate for the purpose.

ARTICLE 37

General Provisions

MOD 2930 The procedure specified in this Chapter is obligatory in the maritime mobile service and for communications between aircraft stations and stations of the maritime mobile service. The provisions of this Chapter are also applicable to the aeronautical mobile service except in the case of ~~special arrangements~~ the procedures agreed between governments concerned for safety service communications as contained in the Annexes to the Convention on International Civil Aviation.

Reason: To specify the procedures used within the aeronautical mobile service which do not conform to those in the Radio Regulations, and to eliminate the use of a term which is misleading in this regulation.

SUP 2932

Reason: To eliminate a superfluous regulation. A more comprehensive approach is provided in No. 347.

SUP 2933

Reason: To eliminate a superfluous regulation. A more comprehensive approach is provided in No. 348.

SUP 2934

Reason: To eliminate a superfluous regulation. A more comprehensive approach is provided in No. 348.

MOD 2940 The Annexes to the Convention on International Civil Aviation state which aircraft should be fitted with radio equipment and which aircraft should carry ~~portable~~ survival radio equipment ~~for use in survival craft~~. They state also the requirements which should be complied with by such installations.

Reason: The use of survival radio equipment is not limited to survival craft.

ADD 2942A Mobile stations of the aeronautical mobile service may communicate, for safety purposes, with stations of the maritime mobile service.

Reason: To provide guidance for the aeronautical mobile service in the same fashion as already provided for the maritime mobile service in No. 2942.

NOC 2943

ARTICLE 38

MOD Frequencies for ~~Distress and~~ Safety Service Communications

Reason: To make the title more appropriate to the overall content of the Article

NOC Section I. Availability of Frequencies

NOC 2969 A. 500 kHz

MOD 2970 The frequency 500 kHz is the international distress frequency for radiotelegraphy (see also No. 472); it shall be used for this purpose by ship, aircraft and survival craft stations using frequencies in the bands between 405 kHz and 535 kHz when requesting assistance from the maritime services. It shall be used for the distress call and distress traffic, for the urgency signal and urgency messages, for the safety signal and, outside regions of heavy traffic, for short safety messages. When practicable, safety messages shall be transmitted on the working frequency after a preliminary announcement on 500 kHz (see also No. 4236). The class of emission to be used for radiotelegraphy on the frequency 500 kHz for distress and safety purposes shall be A2A or H2A (see also No. 3042).

Reason: To ensure that transmissions on 500 kHz for distress and safety purposes use the same class of emission as that for which watch is maintained per No. 3042.

SUP 2971

Reason: No. 347 permits use by stations "of any means... to attract attention...." The case in No. 2971, therefore, is provided for adequately, and the regulation is redundant.

MOD 2974 ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N,~~ If a distress message on the carrier frequency 2 182 kHz has not been acknowledged, the radiotelephone alarm signal, whenever possible followed by the distress call and message, may be transmitted again on a carrier frequency of ~~4 125~~ 4 124 kHz or ~~6 215.5~~ 6 216 kHz, as appropriate (see Nos. 2982, 2986 and 3054).

Reason: Consequential to proposed rechannelling of the 4 and 6 MHz radiotelephony bands and proposed MODs 2982 and 2986.

SUP 2975

Reason: To eliminate a superfluous regulation. A more comprehensive regulation is provided in No. 347.

ADD 2980A CA 4123.5 kHz

ADD 2980B The frequency 4123.5 kHz is dedicated for use by ship and coast stations for distress and safety traffic using narrow-band direct-printing telegraphy.

Reason: To provide a 4 MHz frequency for narrow-band direct-printing for distress and safety purposes.

MOD 2981 D. ~~4 125~~ 4 124 kHz

MOD 2982 ~~In the zone of Regions 1 and 2 north of latitude 15° N, including Mexico, and in the zone of Region 2 south of latitude 25° N,~~ The carrier frequency ~~4 125~~ 4 124 kHz, is designated to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply (see also No. 3231). ~~Stations using the frequency 4 125 kHz may continue to use class A2B emission until 1 January 1984.~~

Reason: To remove the geographical limitation on the use of this frequency, and to modify the frequency consequential to proposed rechannelling of the 4 MHz radiotelephony band. The final sentence will be obsolete when the Final Acts of the WARC become effective.

ADD 2982A The carrier frequency 4 124 kHz is also designated for use by ship and coast stations for distress and safety traffic using radiotelephony.

Reason: To provide a 4 MHz frequency for radiotelephony for distress and safety purposes.

ADD 2982B DA. 4 127.5 kHz

ADD 2982C The frequency 4 127.5 is dedicated for use by ship and coast stations for distress alerting using digital selective calling in accordance with the provisions of Article 62.

Reason: To provide a 4 MHz frequency for digital selective calling for distress alerting.

ADD 2984A EA. 6 215.5 kHz

ADD 2984B The frequency 6 215.5 kHz is designated for use by ship and coast stations for distress and safety traffic using narrow-band direct-printing telegraphy.

Reason: To provide a 6 MHz frequency for narrow-band direct-printing for distress and safety purposes.

MOD 2985 F. ~~6 215.5~~ 6 216 kHz

MOD 2986 ~~In the zone of Region 3 south of latitude 25° N,~~ The carrier frequency ~~6 215.5~~ 6 216 kHz is designated to supplement the carrier frequency 2 182 kHz for distress and safety purposes and for call and reply (see also No. 523). ~~Stations using the frequency 6 215.5 kHz may continue to use class H3E emission until 1 January 1984.~~

Reason: To remove the geographical limitation on the use of this frequency, and to modify the frequency consequential to proposed rechannelling of the 6 MHz radiotelephony band. The final sentence will be obsolete when the Final Acts of the WARC become effective.

ADD 2986A The carrier frequency 6 216 kHz is also designated for use by ship and coast stations for distress and safety traffic using radiotelephony.

Reason: To provide a 6 MHz frequency for radiotelephony for distress and safety purposes.

ADD 2986B FA. 6 219.5 kHz

ADD 2986C The frequency 6 219.5 kHz is dedicated for use by ship and coast stations for distress alerting using digital selective calling in accordance with the provisions of Article 62.

Reason: To provide a 6 MHz frequency for digital selective calling for distress alerting.

ADD 2986D FB. 8 255.5 kHz

ADD 2986E The frequency 8 255.5 kHz is dedicated for use by ship and coast stations for distress and safety traffic using narrow-band direct-printing telegraphy.

Reason: To provide an 8 MHz frequency for narrow-band direct-printing for distress and safety purposes.

ADD 2986F FC. 8 256 kHz

ADD 2986G The carrier frequency 8 256 kHz is dedicated for use by ship and coast stations for distress and safety traffic using radiotelephony.

Reason: To provide an 8 MHz frequency for radiotelephony for distress and safety purposes.

ADD 2986H FD. 8 259.5 kHz

ADD 2986I The frequency 8 259.5 kHz is dedicated for use by ship and coast stations for distress alerting using digital selective calling in accordance with the provisions of Article 62.

Reason: To provide an 8 MHz frequency for digital selective calling for distress alerting.

NOC 2987 G. 8 364 kHz

MOD 2988 The frequency 8 364 kHz is designated for use by survival craft stations if they are equipped to transmit on frequencies in the bands between 4 000 and 27 500 kHz and if they desire to establish communications relating to search and rescue operations with stations of the maritime ~~and aeronautical mobile services~~ service (see also No. 501).

Reason: Noting that 8 364 kHz falls within the band 8359.75 - 8374.4 kHz which, per No. 4204, is limited to ship station A1A morse telegraphy, and that aircraft, as a rule, do not have a morse telegraphy capability, it is considered that No. 2988 has no applicability to the aeronautical mobile service.

ADD 2988A GA. 12 290.5 kHz

ADD 2988B The frequency 12 290.5 kHz is dedicated for use by ship and coast stations for distress and safety traffic using narrow-band direct-printing telegraphy.

Reason: To provide a 12 MHz frequency for narrow-band direct-printing for distress and safety purposes.

ADD 2988C GB. 12 291 kHz

ADD 2988D The carrier frequency 12 291 kHz is designated for use by ship and coast stations for distress and safety traffic using radiotelephony.

Reason: To provide a 12 MHz frequency for radiotelephony for distress and safety purposes.

ADD 2988E GC. 12 294.5 kHz

ADD 2988F The frequency 12 294.5 kHz is dedicated for use by ship and coast stations for distress alerting using digital selective calling in accordance with the provisions of Article ...

Reason: To provide a 12 MHz frequency for digital selective calling for distress alerting.

ADD 2988G GD. 16 520.5 kHz

ADD 2988H The frequency 16 520.5 kHz is dedicated for use by ship and coast stations for distress and safety traffic using narrow-band direct-printing telegraphy.

Reason: To provide a 16 MHz frequency for narrow-band direct-printing for distress and safety purposes.

ADD 2988I GE. 16 521 kHz

ADD 2988J The carrier frequency 16 521 kHz is designated for use by ship and coast stations for distress and safety traffic using radiotelephony.

Reason: To provide a 16 MHz frequency for radiotelephony for distress and safety purposes.

ADD 2988K GF. 16 524.5 kHz

ADD 2988L The frequency 16 524.5 kHz is dedicated for use by ship and coast stations for distress alerting using digital selective calling in accordance with the provisions of Article 62.

Reason: To provide a 16 MHz frequency for digital selective calling for distress alerting.

MOD 2989 H. 121.5 ~~and 123.1~~ MHz

Reason: A separate regulation for 123.1 MHz has been provided in ADD 2990C.

SUP 2990

Reason: Consequential to ADD 2990A and ADD 2990C which have been proposed to provide separate regulations for each frequency, including communications between mobile stations of the maritime mobile service and stations of the aeronautical mobile service.

ADD 2990A The frequency 121.5 MHz is the aeronautical emergency frequency for radiotelephony for stations of the aeronautical mobile service when they use frequencies in the authorized bands between 117.975 and 137 MHz. It is also used for survival stations in the aeronautical mobile service and when necessary[1] for distress and urgency communications. Mobile stations of the maritime mobile service may use this frequency, using class A3E emission, to communicate with stations of the aeronautical mobile service for safety purposes (see also Nos. 501 and 593). They shall then comply with the procedures agreed between governments concerned for safety service communications as contained in the Annexes to the Convention on International Civil Aviation.

ADD 2990A.1 [1]Normally aircraft stations transmit distress and urgency messages on the working frequency in use at the time of the distress or urgency incident.

Reason: To provide a fundamental regulation for the use of 121.5 MHz in a manner consistent with other regulations in this chapter.

ADD 2990B HA. 123.1 MHz

ADD 2990C The aeronautical auxiliary frequency 123.1 MHz (see No. 593) may be used for co-ordinated search and rescue communications. Mobile stations of the maritime mobile service may use this frequency, using class A3E emission, to communicate with stations of the aeronautical mobile service for safety purposes. They shall then comply with the procedures agreed between governments concerned for safety service communications as contained in the Annexes to the Convention on International Civil Aviation.

Reason: To provide a fundamental regulation for the use of 123.1 MHz in a manner consistent with other regulations in this Chapter.

SUP 2991

Reason: The maritime mobile use of 121.5 and 123.1 MHz has been included in ADD 2990A and ADD 2990C.

MOD 2992 I. 156.3 ~~and 156.8~~ MHz

Reason: A separate regulation for 156.8 MHz is provided in MOD 2994.

MOD 2993 ~~The frequencies 156.3 MHz and 156.8 MHz may be used by aircraft stations for safety purposes only. (see also note h of Appendix 18).~~ The frequency 156.3 MHz may be used for communication between ship stations and aircraft stations, using G3E emission, engaged in co-ordinated search and rescue operations. It may also be used by aircraft stations to communicate with ship stations for other safety purposes (see also note h of Appendix 18).

Reason: To include in Chapter IX the existing regulations regarding the use of this frequency for safety purposes.

ADD 2993A IA. 156.65 MHz

ADD 2993B The frequency 156.65 MHz is dedicated for use by ship stations for communications related to the safety of navigation (see note r of Appendix 18).

Reason: To set aside a frequency for worldwide use for communications related to safety.

ADD 2993C IB. 156.8 MHz

MOD 2994 The frequency 156.8 MHz is the international distress, safety and calling frequency for radiotelephony for stations of the maritime mobile service when they use frequencies in the authorized bands between 156 and 174 MHz (see also Nos. 501 and 613). It is used for the distress signal and call and distress traffic, for the urgency signal, urgency traffic and for the safety signal ~~(see also No. 2993)~~. Safety messages shall be transmitted where practicable on a working frequency after a preliminary announcement on 156.8 MHz. The class of emission to be used for radiotelephony on the frequency 156.8 MHz shall be G3E (see Appendix 19). Mobile stations of the aeronautical mobile service may use this frequency to communicate with stations of the maritime mobile service for safety purposes.

Reason: To provide a separate regulation for the use of 156.8 MHz in a manner consistent with other regulations in this Chapter, and to prescribe the use of this frequency by the aeronautical mobile service in the same way as the maritime mobile service use of 121.5 MHz is prescribed in ADD 2990A.

SUP 2995

Reason: To eliminate a superfluous regulation. A more comprehensive approach is provided in No. 347.

SUP 2999

SUP 3000

Reason: Availability of frequencies for aircraft is adequately dealt with in the previous regulations in this Article.

NOC 3001 N. Survival Craft Stations

MOD 3004 b) in the bands between ~~1 605~~ 1 606.5 and 2 850 kHz, be able to transmit with a carrier frequency of 2 182 kHz using class A3E or H3E emissions. If a receiver is provided for any of these bands it shall be able to receive class A3E and H3E emissions on a carrier frequency of 2 182 kHz;

Reason: The change in frequency band is consequential to the decisions of WARC-79.

MOD 3006 In the bands between ~~118~~ 117.975 and 136 MHz be able to transmit on 121.5 MHz, ~~preferably~~ using amplitude modulated emissions. If a receiver is provided for any of these bands, it shall be able to receive A3E emissions on 121.5 MHz;

Reason: To clearly define the modulation characteristic for survival craft stations and to align the band edge with that in Article 8.

Section II. Protection of Distress Frequencies

NOC 3009 A. General

NOC 3011 Any signals sent for testing shall be kept to a minimum, particularly:

MOD 3014 c) ~~in the zone of Regions 1 and 2 south of latitude 15°N, including Mexico, and in the zone in Region 3 south of latitude 25°N,~~ on the carrier frequency ~~4 125~~ 4 124 kHz;

MOD 3015 d) ~~in the zone of Region 3 south of latitude 25°N~~ also on the carrier frequency ~~6 215.5~~ 6 216 kHz.

Reason: Consequential to the proposed re-channelling of the 4 and 6 MHz radiotelephony bands and proposed MODs 2982 and 2986.

NOC 3017 B. 500 kHz

MOD 3018 Apart from the transmissions authorized on 500 kHz, and taking account of No. 4226, all transmissions on the frequencies included between 490 kHz and 510 kHz (as from 1 January 1990, 495 kHz and 505 kHz) are forbidden. (See No. 471 and Recommendation 200).

Reason: In response to Recommendation 200, to take advantage of the technical advances associated with more stable equipment, and to make more efficient use of the radio frequency spectrum.

CAN/ - / MOD 3029 D. ~~4 125~~ 4 124 and ~~6 215.5~~ 6 216 kHz

CAN/ - MOD 3030 ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N,~~ Before transmitting on the carrier frequency ~~4 125~~ 4 124 kHz or ~~6 215.5~~ 6 216 kHz, a station shall listen on the frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 4915).

Reason: Consequential to proposed rechannelling of the 4 and 6 MHz radiotelephony bands and proposed MODs 2982 and 2986.

NOC Section III. Watch on Distress Frequencies

CAN/ - MOD 3053 C. ~~4 125~~ 4 124 kHz and ~~6 215.5~~ 6 216 kHz

CAN/ - MOD 3054 ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N,~~ All coast stations which are open to public correspondence and which form an essential part of the coverage of the area for distress purposes may, during their hours of service, maintain a watch on the carrier frequencies ~~4 125~~ 4 124 kHz and/or ~~6 215.5~~ 6 216 kHz, as appropriate (see Nos. 2982 and 2986). Such watch should be indicated in the List of Coast Stations.

Reason: Consequential to proposed rechannelling of the 4 and 6 MHz radiotelephony bands and proposed MODs 2982 and 2986.

CHAPTER X

NOC Aeronautical Mobile Service

ARTICLE 50

NOC Special Rules Relating to the Use of Frequencies in the Aeronautical Mobile Service

MOD 3630 Frequencies in any band allocated to the aeronautical mobile (R) service are reserved for communications related to safety and regularity of flight between any aircraft and those aeronautical stations primarily concerned with ~~the safety and regularity of~~ flight along national or international civil air routes.

Reason: To ensure that the usage of these frequencies is limited to safety and flight regularity communications.

ARTICLE 51

NOC

Order of Priority of Communications in the Aeronautical Mobile Service

MOD 3651 The order of priority for communications[1] in the aeronautical mobile service shall be as follows, except where impracticable in a fully automated system in which, nevertheless, category 1 shall receive priority:

1. Distress calls, distress messages, and distress traffic.

2. Communications preceded by the urgency signal.

3. ~~Communications preceded by the safety signal.~~ Communications relating to radio direction-finding.

4. ~~Communications relating to radio direction-finding.~~ Flight safety messages.

5. ~~Communications relating to the navigation and safe movement of aircraft engaged in search and rescue operations.~~ Meteorological messages.

6. ~~Communications relating to the navigation, movements, and needs of aircraft and ships, and weather observation messages destined for an official meteorological service.~~ Flight regularity messages.

7. ~~STATPRIORITENATIONS--Radiotelegrams relating to the application of the United Nation Charter.~~ Service communications relating to the working of the telecommunications service or to communications previously excnanged.

8. ~~STATPRIORITE--Government radio telegrams with priority and Government calls for which priority has been expressly requested.~~ All other communications.

~~9. Service communications relating to the working of the telecommunication service or to communications previously exchanged.~~

~~10. Government communications other than those shown in 8 above, ordinary private communications, RCT[2] radiotelegrams and press radiotelegrams.~~

Reason: To reflect the current needs and practices of the aeronautical mobile service.

NOC 3651.1

SUP 3651.2

Reason: Consequential to the proposed MOD 3651.

CHAPTER XI

NOC **Maritime Mobile Service and Maritime Mobile-Satellite Service**

ARTICLE 59

NOC **Conditions to Be Observed in the Maritime Mobile Service and in the Maritime Mobile-Satellite Service**

NOC **Section I. Maritime Mobile Service**

NOC 4124 **D. Ship Stations Using Radiotelephony**

MOD 4125 **D1. Bands between ~~1 605~~ 1 606.5 kHz and 4 000 kHz**

MOD 4126 All ship stations equipped with radiotelephony apparatus to work in the authorized bands between ~~1 605~~ 1 606.5 and 2 850 kHz shall be able to:

MOD 4127 a) send class ~~A3E or~~ H3E emissions on a carrier frequency of 2 182 kHz and receive class A3E and H3E emissions on a carrier frequency of 2 182 kHz. ~~However, after 1 January 1982, it is no longer authorized to send class A3E emissions on a carrier frequency of 2 182 kHz.~~ Except for such apparatus as is referred to in No. 4130, the sending of class A3E emissions is not authorized.

Reason: To take account of changes that will have become effective before WARC-83.

NOC 4131 **D2. Bands Between 4 000 kHz and 23 000 kHz.**

MOD 4132 ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N,~~ All ship stations equipped with radiotelephony to work in the authorized bands between 4 000 and 23 000 kHz should be able to send and receive on the carrier frequencies ~~4 125~~ 4 124 kHz and ~~6 215.5~~ 6 216 kHz (see Nos. 2982 and 2986).

Reason: To improve the usefulness of the 4 and 6 MHz frequencies set aside for distress and safety, and consequential to proposed rechannelling of the 4 and 6 MHz radiotelephony bands and proposed MODs 2982 and 2986.

ARTICLE 60

NOC

Special Rules Relating to the Use of Frequencies in the Maritime Mobile Service

NOC

Section I. General Provisions

MOD 4197

a) Ship stations, telephony, duplex operation (two-frequency channels)

4 063	–	~~4 143.6~~ 4 123	kHz
4 128	–	4 143	kHz
6 200	–	~~6 218.6~~ 6 215	kHz
8 195	–	~~8 291.1~~ 8 255	kHz
8 260	–	8 290	kHz
12 330	–	~~12 429.2~~ 12 390	kHz
12 395	–	12 428	kHz
16 460	–	~~16 587.1~~ 16 520	kHz
16 525	–	16 585	kHz
22 000	–	~~22 124~~ 22 120	kHz

Reason: Consequential to proposed rechannelling of the HF radiotelephony bands.

MOD 4198

b) Coast stations, telephony, duplex operation (two-frequency channels)

~~4 357.4~~	4 360	– 4 438	kHz
~~6 506.4~~	6 507	– 6 525	kHz
~~8 718.9~~	8 722	– 8 815	kHz
~~13 100.8~~	13 104	– 13 200	kHz
~~17 232.9~~	17 237	– 17 360	kHz
~~22 596~~	22 600	– 22 720	kHz

Reason: Consequential to proposed rechannelling of the HF radiotelephony bands.

MOD 4199

c) Ship stations and coast stations, telephony, simplex operation (single-frequency channels) and intership cross-band operation (two frequencies)

~~4 143.6~~	4 143	– ~~4 146.6~~	4 146	kHz
~~6 218.6~~	6 220	– ~~6 224.6~~	6 223	kHz
~~8 291.1~~	8 290	– ~~8 297.3~~	8 296	kHz
~~12 429.2~~	12 428	– ~~12 439.5~~	12 437	kHz
~~16 587.1~~	16 585	– ~~16 596.4~~	16 594	kHz
~~22 124~~	22 120	– 22 139.5	kHz	

Reason: Consequential to proposed rechannelling of the HF radiotelephony bands.

ADD 4199A

ca) Ship stations and coast stations, distress and safety:

- narrow-band direct-printing

4 123 - 4 124 kHz
6 215 - 6 216 kHz
8 255 - 8 256 kHz
12 390 -12 391 kHz
16 520 -16 521 kHz

- telephony

4 124 - 4 127 kHz
6 216 - 6 219 kHz
8 256 - 8 259 kHz
12 391 -12 394 kHz
16 521 -16 524 kHz

- digital selective calling

4 127 - 4 128 kHz
6 219 - 6 220 kHz
8 259 - 8 260 kHz
12 394 -12 395 kHz
16 524 -16 525 kHz

Reason: In support of IMCO Resolution A.283 (VIII) regarding a Global Maritime Distress and Safety System.

ADD 4212A The bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz are used by the maritime mobile radiotelephone service in the following manner:

ADD 4212B a) In the band 4 000 - 4 063 kHz, 21 channels spaced at 3 kHz from carrier frequency 4 000 kHz to carrier frequency 4 060 kHz. (See No. 517.)

ADD 4212C b) In the band 8 100 - 8 195 kHz, 31 channels spaced at 3 kHz from carrier frequency 8 102 kHz to carrier frequency 8 192 kHz.

Reason: To provide channelling plans for these two shared bands which will be compatible with the channelling plans in the exclusive bands 4 063 - 4 438 kHz and 8 195 - 8 815 kHz.

NOC Section III. Use of Frequencies for Narrow-Band Direct-Printing Telegraphy

NOC 4314 B. Bands Between 405 kHz and 535 kHz

MOD 4316 Narrow-band direct-printing telegraphy is forbidden in the band 490-510 kHz (as from 1 January 1990, 495-505 kHz).

Reason: Consequential to the proposed amendment to No. 3018.

NOC Section IV. Use of Frequencies for Radiotelephony

NOC C2. Call and Reply

MOD 4375 Ship stations may use the following carrier frequencies for calling in radiotelephony:

~~4 125~~	4 124 kHz[2,3]
~~6 215.5~~	6 216 kHz[4]
~~8 257~~	8 256 kHz
~~12 392~~	12 391 kHz
~~16 522~~	16 521 kHz
~~22 062~~	22 060 kHz

Reason: Consequential to proposed rechannelling of the HF radiotelephony bands.

SUP 4375.1

Reason: To reduce the routine traffic usage of a frequency set aside for distress and safety purposes.

MOD 4375.2 [3] ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N,~~ The carrier frequency ~~4 125~~ 4 124 kHz is also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes.~~, provided the peak envelope power of such coast stations does not exceed 1 kW. In these zones the use of the carrier frequency 4 125 kHz for working purposes is not permitted~~ (see also Nos. 2982~~,~~ and 3030 ~~and 4375.1~~).

Reason: Consequential to proposed rechannelling of the 4 MHz radiotelephony band, to retain the use of this channel for distress alerting by radiotelephony, and to permit the use of higher power on this frequency when it is used for distress and safety purposes. Also see proposed MOD 2982.

MOD 4375.3 ~~[4] In the zone of Region 3 south of latitude 25° N,~~ The carrier frequency ~~6 215.5~~ 6 216 kHz is also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes.~~, provided the peak envelope power of such coast stations does not exceed 1 kW. In this zone the use of the carrier frequency 6 215.5 kHz for working purposes is not permitted~~ (see also No. 2986 and No. 3030).

Reason: Consequential to proposed rechannelling of the 6 MHz radiotelephony band, to retain the use of this channel for distress alerting by radiotelephony, and to permit the use of higher power on this frequency when it is used for distress and safety purposes. Also see proposed MOD 2986. Addition of reference to No. 3030 is editorial.

MOD 4376 Coast stations may use the following carrier frequencies for calling in radiotelephony[1]:

~~4 419.4~~	4 420 kHz[2]
~~6 521.9~~	6 522 kHz[2]
~~8 780.9~~	8 782 kHz
~~13 162.6~~	13 164 kHz
~~17 294.9~~	17 297 kHz
~~22 658~~	22 660 kHz

Reason: Consequential to proposed rechannelling of the HF radiotelephony bands.

MOD 4376.2 [2] In Regions 2 and 3, the carrier frequencies ~~4 419.4~~ 4 420 and ~~6 521.9~~ 6 522 kHz are also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW. The use of ~~6 521.9~~ 6 522 kHz for this purpose should be limited to daytime use ~~(see also No. 4375.1)~~.

Reason: Consequential to proposed rechannelling of the 4 and 6 MHz radiotelephony bands and to delete reference to a regulation it is proposed to suppress.

MOD 4379 ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N,~~ Before transmitting on the carrier frequency ~~4 125~~ 4 124 kHz or ~~6 215.5~~ 6 216 kHz a station shall listen on the frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 4915).

Reason: Consequential to proposed rechannelling of the 4 and 6 MHz radiotelephony bands, and to improve the effectiveness of the 4 and 6 MHz frequencies set aside for distress and safety purposes by removing the geographical limitation.

ARTICLE 62

NOC . Selective Calling Procedure in the Maritime Mobile Service

NOC Section II. Sequential Single-Frequency Code System

NOC 4679 D. Frequencies to Be Used

MOD 4680 Selective calls should be sent on one or more of the following calling carrier frequencies:

	500	kHz
	2 170.5	kHz[1]
~~4-125-~~	4 124	kHz
~~4-419,4~~	4 420	kHz
~~6-521,9~~	6 522	kHz
~~8-780,9~~	8 782	kHz
~~13-162,8~~	13 164	kHz
~~17-294,9~~	17 297	kHz
~~22-658~~	22 660	kHz
	156.8	MHz[2]

Reason: Consequential to proposed rechannelling of the HF radiotelephony bands.

NOC Section III. Digital Selective Calling System

NOC 4682 The frequencies assignable to ship and coast stations for digital selective calling are as follows:

NOC 4683

NOC 4684

ADD c) Ship and coast stations for distress and safety

4 127.5 kHz
6 219.5 kHz
8 259.5 kHz
12 394.5 kHz
16 524.5 kHz

Reason: In support of IMCO Resolution A.283(VIII) regarding a Global Maritime Distress and Safety System.

ARTICLE 65

NOC General Radiotelephone Procedure in the Maritime Mobile Service

NOC Section IV. Method of Calling, Reply to Calls and Signals Preparatory to Traffic

NOC 4955 B. Frequency to Be Used for Calling and for Preparatory Signals

NOC 4968 B2. Bands Between 4 000 kHz and 23 000 kHz

MOD 4970 A coast station calling a ship station by radiotelephony shall use one of the calling frequencies mentioned in No. 4376, one of its working frequencies shown in the List of Coast Stations, or the carrier frequency ~~4 125~~ 4 124 kHz or ~~6 215.5~~ 6 216 kHz, in accordance with the provisions of Nos. 4375.2 and 4375.3.

Reason: Consequential to proposed rechannelling of the 4 and 6 MHz radiotelephony bands.

NOC 4983 D. Frequency for Reply

NOC 4994 D2. Bands Between 4 000 kHz and 23 000 kHz

MOD 4997 ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N,~~ When a station is called on the carrier frequency ~~4 125~~ 4 124 kHz it should reply on the same frequency unless another frequency is indicated by the calling station.

Reason: Consequential to proposed rechannelling of the 4 MHz radiotelephony band, and to remove the geographical limitation on the regulations for the use of this frequency.

MOD 4998 ~~In the zone of Region 3 South of latitude 25°N,~~ When a station is called on the carrier frequency ~~6 215.5~~ 6 216 it should reply on the same frequency unless another frequency is indicated by the calling station.

Reason: Consequential to proposed rechannelling of the 6 MHz radiotelephony band, and to remove the geographical limitation on the regulations for the use of this frequency.

NOC 5000 D3. Bands Between 156 MHz and 174 MHz

ADD 5001A When a ship station is called on 156.65 MHz, it should reply on the same frequency.

Reason: To provide for the use of this frequency as part of the Future Global Maritime Distress and Safety System.

NOC

Section VII. Tests

MOD 5060 Any signals sent for testing shall be kept to a minimum.

- on the carrier frequency 2 182 kHz;

- on the frequency 156.65 MHz;

- on the frequency 156.8 MHz;

- ~~in the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N,~~ on the carrier frequency ~~4 125~~ 4 124 kHz;

- ~~in the zone of Region 3 south of latitude 25° N also~~ on the carrier frequency ~~6 215.5~~ 6 216 kHz.

Reason: Consequential to proposed rechannelling of the 4 and 6 MHz radiotelephony bands and to minimize testing on the channel set aside for navigation safety communications. See also proposed MODs 2982 and 2986.

MOD AP16

APPENDIX 16

Channelling of the Maritime Mobile Radiotelephone Bands between 4 000 and 23 000 kHz

(See Article 60, Section IV)

Section A

Table of Single-Sideband Transmitting

Frequencies for Duplex (Two-Frequency) Operation (in kHz)

Channel No.	Coast Stations: Carrier Frequency	Coast Stations: Assigned Frequency	Ship Stations: Carrier Frequency	Ship Stations: Assigned Frequency
		4 MHz Band		
401	4 360	4 361.4	4 063	4 064.4
421	4 420*	4 421.4	4 124*	4 125.4
426	4 435	4 436.4	4 140	4 141.4
		26 channels spaced 3 kHz		
		6 MHz Band		
601	6 507	6 508.4	6 200	6 201.4
606	6 522*	6 523.4	6 216*	6 217.4
		6 channels spaced 3 kHz		
		8 MHz Band		
801	8 722	8 723.4	8 195	8 196.4
821	8 782*	8 783.4	8 256*	8 257.4
831	8 812	8 813.4	8 287	8 288.4
		31 channels spaced 3 kHz		

	Coast Stations		Ship Stations	
Channel No.	Carrier Frequency	Assigned Frequency	Carrier Frequency	Assigned Frequency
		12 MHz Band		
1201	13 104	13 105.4	12 330	12 331.4
1221	13 164*	13 165.4	12 391*	12 392.4
1232	13 197	13 198.4	12 425	12 426.4
		32 channels spaced 3 kHz		
		16 MHz Band		
1601	17 237	17 238.4	16 460	16 461.4
1621	17 297*	17 298.4	16 521*	16 522.4
1641	17 357	17 358.4	16 582	16 583.4
		41 channels spaced 3 kHz		
		22 MHz Band		
[illegible]	22 600	22 601.4	22 000	22 001.4
2221	22 660*	22 661.4	22 060*	22 061.4
2240	22 717	22 718.4	22 117	22 118.4
		40 channels spaced 3 kHz		

* The frequencies followed by an asterisk are calling frequencies (see Nos. 4375 and 4376)

Channel designators	Notes	Transmitting frequencies (MHz)		Inter-ship	Port operations		Ship movement		Public correspondence
		Ship stations	Coast stations		Single frequency	Two frequency	Single frequency	Two frequency	
60 01									
03	~~p)~~	156.650	156.650	~~4~~	~~4~~		~~5~~		
07 77	g)1) p)	156.850 156.875	156.850	~~13~~ 11 ~~11~~ 4	13 4		 5		
08 88									

Reason: Consequential to ADD ~~21~~ 7a

due to Secretariat redraft error to 7a.

MOD p) These channels (68, 69, 11, 71, 12, ~~13,~~ 14, 74, 77, 79, 80) are the preferred channels for the ship movement service. They may, however, be assigned to the port operations service until required for the ship movement service if this should prove necessary in any specific area.

Reason: To remove channel 13 from the ship movement service in order to make it available for ship-to-ship navigation safety communications. Channel 77 will replace channel 13.

ADD This channel (13) is dedicated for use on a worldwide basis for ship-to-ship Navigation Safety Communications. It may also be assigned to the ship movement service subject to the national regulations of the Administration concerned.

Reason: To provide an exclusive channel for ship-to-ship navigation safety communications.

SUP

RESOLUTION No. 11

Relating to the Use of Radiocommunications
for Ensuring the Safety of Ships and Aircraft
of States Not Parties to an Armed Conflict

Reason: It has been determined that considering a) presents a statement that is not a legal fact. It is considered, therefore, that the Resolution is based on a faulty premise and that the ITU should not attempt to deal with this subject until such time as an appropriate diplomatic conference has clarified the matter.

ADD

RECOMMENDATION No. A

Relating to the Need to Study the Provisions
of Chapter IX of the Radio Regulations
with a View to the Promulgation of
Realistic Emergency, Distress and
Urgency Communications Provisions
for the Aeronautical Mobile Service

The World Administrative Radio Conference for Mobile Services, Geneva, 1983,

considering

a) that the Radio Regulations provide the basic regulatory framework for all of the mobile services and that the provisions of the Radio Regulations should correspond as closely as possible with the needs and operational realities of these services;

b) that the aeronautical mobile (R) service is concerned with communications to ensure safe and regular operation of aircraft;

c) that towards this objective the International Civil Aviation Organization has agreed upon Standards and Recommended Practices adapted to the needs of aircraft operation, including distress and urgency communications procedures, which have been provided in practice and are well established in current use;

d) that only a relatively small number of the regulations placed in Chapter IX of the Radio Regulations as a result of the re-arrangement were pertinent to the aeronautical mobile service;

e) that a majority of the regulations in Chapter IX were originally drafted to meet maritime mobile service requirements;

f) that the re-arrangement of the Radio Regulations as adopted by WARC-79 has highlighted certain anomalies in Chapter IX, especially as it relates to the aeronautical mobile service;

recognizing

a) that, because of time and agenda restrictions, this Conference was unable to deal with certain of these anomalies which raise substantive operational issues;

b) that practical difficulties might arise when a specialized World Administrative Radio Conference, convened to address a particular mobile service, seeks to amend general mobile service provisions having a broader impact than appropriate to that conference;

c) that further considerable changes to Chapter IX will be necessary in the future to accommodate new provisions resulting from the development and introduction of worldwide systems for search and rescue for maritime services;

recommends

that the next competent World Administrative Radio Conference consider the possible revision of the provisions of Chapter IX or its presentation to ensure the Radio Regulations are in accord with the current needs and practices of the services concerned;

instructs the Secretary-General

to communicate the text of this Recommendation to ICAO and IMCO and to request the attention of these organizations to a joint study of the material contained in Chapter IX with a view to assisting administrations in their preparations for that conference.

ADD

RECOMMENDATION No. B

Relating to the Definition of "Emergency Position-Indicating Radiobeacon Station"

The World Administrative Radio Conference for Mobile Services, Geneva, 1983,

considering

a) that No. 88 of the Regulations defines the term "Emergency Position-Indicating Radiobeacon Station";

b) that this definition applies only to the mobile service;

c) that many programmes are being undertaken to determine the technical and operatonal aspects of EPIRBs intended to be used as part of space systems;

d) that operational satellites to aid search and rescue are to be introduced in the near future;

e) that some concern has been expressed regarding the need for a definition to take account of the space aspects of EPIRB operation;

noting

that any term and definition established for this purpose in the Radio Regulations must conform to the terms, definitions and methodology already used therein;

recognizing

that this Conference is not competent to in any way alter the existing definitions;

recommends

that the next appropriate World Administrative Radio Conference be empowered to modify No. 88 of the Radio Regulations to include the operation of EPIRBs as part of a space system.

RESOLUTION NO. A

Relating to the need to study the Provisions of Chapter X of the Radio Regulations with the view of the Promulgation of appropriate Provision for the Aeronautical Mobile Service.

The World Administrative Radio Conference for Mobile Services, Geneva, 1983.

considering

a) that the Radio Regulations provide the basic regulatory framework for all of the mobile services and the provisions of the Radio Regulations should correspond as closely as possible with the needs and operational realities of these services;

b) that the Aeronautical Mobile (R) Service is concerned with communications to ensure safe and regular operation of aircraft;

c) that towards this objective the International Civil Aviation Organization has agreed upon Standards and Recommended Practices adapted to the needs of aircraft operation, including distress and urgency communications procedures, which have been proved in practice and are well established in current use;

d) that a majority of the regulations in Chapter X were originally drafted to meet maritime mobile services requirements;

e) that the re-arrangement of the Radio Regulations as adopted by WARC-79 produced anomalies in Chapter X;

considering further

that it is desirable for the regulations pertaining to the Aeronautical Mobile Service to be compatible with the standards and recommended practices established by the International Civil Aviation Organization;

recognizing

that, because of time and agenda restrictions, this Conference was unable to deal with certain of these anomalies which raise substantive operational issues;

resolves

1. that the next competent World Administrative Radio Conference consider the revision of the provisions of Chapter X to ensure the Radio Regulations are in accord with the current needs and practices of the Aeronautical Mobile Service;

2. that, until such time as resolves 1. has been [illegible], Administrations of countries that are also members of the International Civil Aviation Organization apply the provisions of Chapter X as adopted by WARC-79 to the Aeronautical Mobile (R) Service only to the extent that alternative agreement is not contained in the Annexes to the Convention on International Civil Aviation.